

The Housatonic R. R. Murder.

This is the way the catastrophe happened; shortly after a passenger train has gone out, (about fifteen minutes behind time), a master mechanic orders out an engine on a trial trip. In the meantime the passenger train overtakes a broken down freight train attached itself to it, and begins to back down to the depot from which it started. Here, of course, is a chance for collision—what has been done to prevent it? A rule of the road requires that when an extra train is to be run, the preceding train shall carry a flag as a notification. Why was not a flag put on this passenger train? Because, we are told, it is "not customary" when an engine goes out on a trial trip for "a short distance." Custom or no custom, here is an express rule of the company violated, to begin with. On the other hand, the managers of the passenger train, among whom was the President of the road, knew that they were moving back out of time, and they attempt to excuse themselves from not using the ordinary precaution of sending a flag in advance, or keeping the whistle going, by saying that they did not expect any train to come up at that time. The carelessness on both trains was aggravated by the fact that a sharp curve lay between them, where a view of not ten rods either way could be commanded.

It turned out therefore, as might be expected, the two trains, going at from ten to fifteen miles an hour each, rushed together near this curve, smashing up the rear passenger car, killing and horribly mauling twelve persons outright, and more or less severely wounding about twenty more.

The Springfield Republican says, in speaking of the catastrophe:

"Had a flagman been sent forward in advance of the train that was backing down to Bridgeport, there would have been no accident. It seems strange that where a clear track involves life or death to several car loads of passengers, so obvious and so easy a precaution should have been neglected. The President of the road, Mr. Charles Hunt of Falls Village, Ct., was on board the train, and did not escape entirely unharmed. It is to be hoped that Mr. Hunt, the responsible manager of the road, will learn something from this accident and give future travelers upon his road the benefit of the lesson. There are railroad accidents that no management, however careful and intelligent, can provide against; but there is a large number that a little common sense and the adoption of the plainest precautions would easily prevent."

The Bridgeport Farmer, published near the scene of the late railroad slaughter in Connecticut, says:

"We hope there will be a rigid examination into the causes of this murder, for it is nothing else, and on the heads of some persons rests the responsibility of this fearful crime. 'Nobody to blame,' will not answer now. The accident is the result of criminal and culpable carelessness."

The Hartford (Conn.) Courant says, on the same subject:

"Human life sacrificed in such a manner calls for the most rigid investigation of all the circumstances attending the disaster and we trust every effort will be made to ascertain the facts. Wholesale slaughtering upon railroads is of too frequent occurrence to admit of the belief that it is purely accidental."

As a specimen of the excited feeling which this fearful occurrence has evoked, we copy the following from an editorial in the Providence Press of the 15th inst.

"In the Housatonic Railroad murder a new engine was started out upon the road, for a kind of trial trip, upon the line of another train, and with a great rate of speed struck the regular train, which it met, and drove itself entirely through the first passenger car, crushing others, and acting like a mad, destroying angel, exercising its fury upon lives and property. A round dozen of innocent and trusting lives paid the forfeit of this wicked, villainous carelessness; and between twenty and thirty were badly wounded. We do not learn that the reckless wretch who had his hand upon the handle of the steam gun of the new engine, or the man who ordered it out upon the road upon the line of another train, were injured in the least, or that they had any friends killed in the collision."

It is time somebody was hung. It is time that the earnings, the property, the stock of any of these murdering thoroughfares was paid over in damages to the sufferers by these reckless and careless collisions. It is time that those who have authority in these matters, and who possess the power of prevention, if they would but exercise it, were imprisoned for a sufficient length of time to make such horrors a thing nearly impossible.

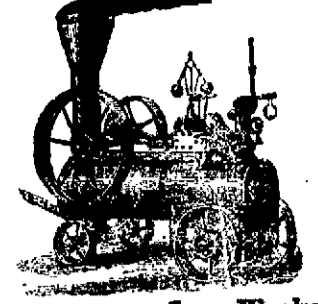
—The Times' Washington dispatch says statistics show that during the rebellion our armies captured over 800,000 prisoners, besides paroling 100,000 more on the rebel surrender.

—A tenement house in Cincinnati, containing six families fell on Sunday morning, burying all in the ruins. One woman was killed and several persons seriously injured.

—Eleven thousand houses have been erected in Philadelphia during the last six years; one thousand one hundred and thirty-six of them in 1894, being the greatest number in any one year.

—It is reported from Arizona that thirty miners are at work on the Yuma ledge, in the vicinity of Prescott, with gratifying success. A letter from Mr. Fox, dated May 26th, says: "We have just thirty thousand dollars in anal-

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PORTABLE ENGINES.

Combining all the Modern Improvements they are a Tubular Heater, Governor with Balance Valve, a Force Pump, Two Balance Pumps.

In short, every piece of IRON WORK required to render the

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The Truck is finished when ordered, and consists of Strong Wheel with a broad base, Wrought Iron Arms, Wrought Iron Axles, and gearing for self-movement if required.

The Engine is built upon a solid bed plate, is COMPLETE OF ITSELF, and can be worked upon a foundation separate from the boiler.

OUR WORK IS ALL WARRANTED.

and, upon trial, if not satisfactory, can be returned and the MONEY WILL BE REFUNDED.

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We Ship DIRECT by Erie Rail and from Newburg to Titusville, or Franklin, Pa., without change of cars.

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CYLINDER		BOILER		TUBES		BALANCE VALVE OR HANGING VALVE	
Horizontal	Vertical	Horizontal	Vertical	Horizontal	Vertical	Horizontal	Vertical
10	12	10	12	10	12	10	12
15	18	15	18	15	18	15	18
20	24	20	24	20	24	20	24
25	30	25	30	25	30	25	30
30	36	30	36	30	36	30	36
35	42	35	42	35	42	35	42
40	48	40	48	40	48	40	48
45	54	45	54	45	54	45	54
50	60	50	60	50	60	50	60
55	66	55	66	55	66	55	66
60	72	60	72	60	72	60	72
65	78	65	78	65	78	65	78
70	84	70	84	70	84	70	84
75	90	75	90	75	90	75	90
80	96	80	96	80	96	80	96
85	102	85	102	85	102	85	102
90	108	90	108	90	108	90	108
95	114	95	114	95	114	95	114
100	120	100	120	100	120	100	120

ALL NUMBERS HAVE TWO BALANCE VALVES.

"It is an excellent combination of known devices, for the production of a compact, effective and cheap portable engine."—Scientific American, December 17, 1893.

Portable steam engines, made after the new plan of bolting the different parts to the boiler, are peculiarly liable to the following difficulties, resulting from a want of entire stability in the arrangement arising from the unequal expansions and contractions of the various parts attached to the boiler. To remedy such defects has been the object in construction of an improved portable engine represented in the drawing, where the whole of its parts are attached to a rigid bed plate of cast iron as in stationary engines, which bed plate is firmly secured in the boiler; thus to prevent completeness and completeness of engine is secured by appearance, and complete independence of the unequal expansion in the boiler. It can be easily detached from the boiler and thus converted into a stationary engine if required; it also permits the removal or repairs of the boiler without any disarrangement to the machinery. The engine is entirely complete in itself, having a cylinder with its connections, crank shaft or wrought iron, with two pulleys of different diameters of improved construction, having wrought iron arms, force pump, safety valve, steam gauge, heater, governor, &c.

The boiler is of the most approved pattern, with 3-inch tubes for burning redwood or coal, and is mounted on very strong and broad truck wheels, which enable it to be moved with great ease and safety from place to place.

We also mount "CROCKER'S CELEBRATED PATENT DOUBLE ACTION FORCE PUMP."

For taking down the well, which all other pumps are failed to do. We are turning out from two to three pumps per day. We also recommend F. CROCKER'S PATENT MOTOR.

In connection with the pump, F. Crocker claims an invention for forcing air, water, and oil out of oil wells, as an infringement on his application.

We use a self-lubricating piston, which keeps the pump from heating.

All orders filled within three or four days after receiving the orders.

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AT

WHOLESALE.

SOLE AGENTS for two celebrated brands of

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To come with the Steamer going East you want to take the 5:30 A. M. train at Cobby. To come West, you want to take the 1:30 P. M. train on the Lake Steamer, and if you want to come to Buffalo, you want to take the 1:30 P. M. train at Cobby, or at the Ticket Office at Buffalo of the Lake Steamer R. R.

The traveler by taking the route makes of it a PLEASURE TRIP.

You get a valley—have a chance to move about and get a view of the best scenery on the Western Lakes. Also, you can say that you have sailed on the highest navigable water in the world. The Lake Steamer is higher than Lake Erie.

CONNECTIONS MADE WITHOUT FAIL.

The Steamer will make two Extra Trips on Wednesday of each week for Excursion Parties and the public generally. Leave Jamestown on the arrival of the Erie Accommodation train 10:15 A. M. Leave Buffalo on the second day at 4:15 P. M., returning leaving Jamestown at 3:30 P. M. Fare not far for the round trip to this day only. The Steamer will run extra trips on Friday and Saturday, by parties or by individuals one day in advance and 1 in delay, at least 30 persons.

The Lake Steamer is 200 feet long, 100 feet wide, and from 10 to 12 feet deep. It is built of steel, and has a hull of 100 tons.

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PRICE OF ENGINES.

1 Horse Power Engine \$1,150
2 " " " 1,250
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Price of Blower and Engine \$200.
Oil Territory, Oil Wells, etc. Also city dwelling houses, and lots for sale or to rent.

We are prepared to do any business that may be left in our care with promptness and dispatch. Good references given if required.

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FOR SALE OR LEASE!!

YOU! AND A HALF ACRES

Situate one third of a mile from the U. S. Well.

FIFTY ACRES

One-half mile from Homestead Well.

ACRE AND HALF ACRE LEASES

Within 20 to 30 rods of U. S. and Homestead Wells.

FIFTY ACRES

at the R. Conley Farm in ten-acre lots

ONE HUNDRED ACRES

On Tyrrell Run, near Farmer's Hotel.

248 ACRES

Two and a half miles above U. S. Well.

The above is all first class Oil Territory.

Ten acres on West Hickory Creek 1 1/2 miles from mouth of creek. Creek runs through it and nearly all flat bottom land.

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PORTABLE ENGINES

Which are SECOND TO NONE now in use in the OIL REGIONS.

They are connected with the BOILER, either by a bed plate, or by saddles, as may be desired. There are no valves, but included are, PUMP, HEATER, GOVERNOR, SAFETY VALVE, STEAM GAUGE, SUCTION PIPE, SMOKE PIPE, &c. The Piston Rod is of STEEL, the Crank of Wrought Iron and extra heavy.

Every bolt is turned, and hole reamed out. The Pump is attached to the Cylinder, and is so arranged that by a simple adjustment it can be prevented from freezing. The Governor is Pickering's Patent, which gives great uniformity of motion. The Boilers are made of the best PENNSYLVANIA CHARCOAL IRON-SHELL 1 1/2 inch, and Fire Box 5-16 inch thick and are subjected to a cold water pressure of 120 pounds before leaving the Works.

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Thirty Acres on PITHOLE CREEK, and above U. S. Well. A splendid piece. Sixteen wells going down on the farm all joining; wells also down twenty rods above this farm, with every indication of flow being flowing wells.

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NINE-TENTHS working interest in a lease of one half acre on Cherry Run, one-half mile below the RED WELLS, now producing 10 barrels per day, and increasing.

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Forty acres on East Branch of PITHOLE CREEK, a very deep ravine running through the property, and very heavily timbered. Will be sold CHEAP. The location is about three miles from Homestead Well, now flowing five hundred barrels per day.

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Several interests in wells going down near the United States well on Pithole, and four producing wells in the vicinity of Titusville. For particulars inquire of the office.

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A Fine story and a half Dwelling House situated on Water street, will be sold cheap if applied for immediately.

All those who may have Real Estate or Good Oil property to dispose of, will find it to their advantage to call at

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We are now on hand again with a larger and better stock of

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Saddles, Bridles, Trunks, Traveling Bags, Whips, &c.

When a harness is offered in W. at a Pennsylvania price, it is a bargain, and our goods are purchased at the lowest prices.

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are enabled to sell as low as any other, and our goods are purchased at the lowest prices.

SADDLES,

which we offer at prices well below the market. We have a large stock of saddles, bridles, trunks, traveling bags, whips, &c.

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J. T. Briggs & Co., Merchants' Exchange, Titusville, Pa.

Have just received a large stock of the latest styles of boots and shoes, and are enabled to sell at a low price.

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Our stock is large and our prices are low.

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Leaves Titusville, Pa., 7 a.m., and 1 p.m.

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Makes connections each day with the fastest stage to Farm and Oil City.

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ICE CREAMS, Confectionery and Ornamental Cakes.

PARTIAL SUPPLY.

LADY ATTENDANT.

NEW MUSIC STORE.

Russ & Farley have opened in connection with their furniture establishment, a music store, embracing all the latest styles of musical instruments, such as Pianos, Organs, and Violins.

Wm. B. Bradbury's Connexion with the New York, manufacturers, Chickering & Sons, Ladd & Co., Boston.

S. D. & H. W. Smith's Boston Melodeons and Cabinet Organs, and Taylor & Lacey's Violins.

Martin's celebrated Guitars, Violins, Flutes, Clarinets, and other instruments.

Also Violins and other strings. New music received daily. Pianos, Organs, and Instruction given in instrument making by Mr. C. A. Brown, who is connected with the establishment.

Instruction Books at all kinds constantly on hand.

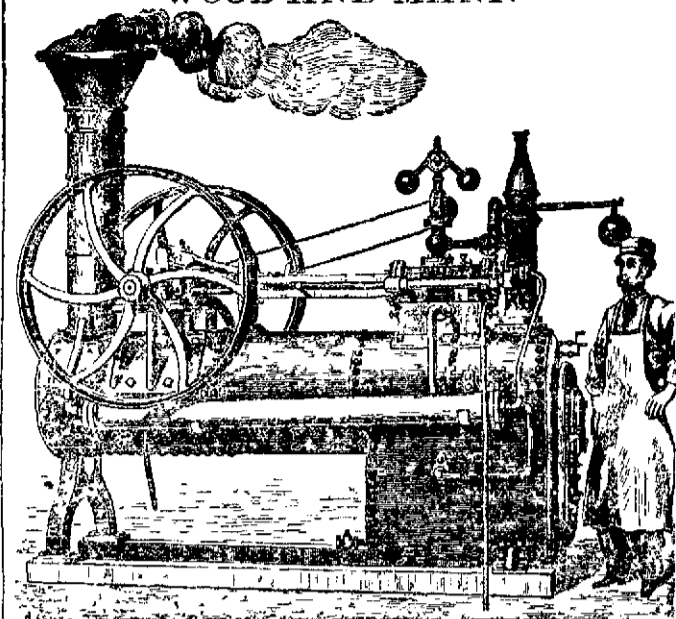
Titusville, July 1, 1885.

JOHNSON'S Panoramic View OF TITUSVILLE.

J. T. BRIGGS, L. H. SEVERANCE

J. T. BRIGGS & CO.,

WOOD AND MANN



PORTABLE STEAM ENGINES.

Greatly increased facilities for manufacture, enable us to offer the unsurpassed portable steam engines, at the following

GREATLY REDUCED PRICES.

5 Horse Power at \$1,150

10 " " " 1,300

12 " " " 1,500

And in sizes in proportion. We have the medium size now on hand, and can fill all orders.

TABLE OF DIMENSIONS, OF PORTABLE STEAM ENGINES & BOILERS.

MANUFACTURED BY WOOD & MANN, PITTSBURGH.

Cylinders	Fire Box	Pipes on Flues	DRIVING SHAFT	Fly Wheel	Boiler	Horse Power
	Length	Width	Length	Diameter	Length	
1	21 1/2	27 1/2	18 1/2	2 1/2	50	4
2	28 1/2	32 1/2	21 1/2	3 1/2	60	6
3	30 1/2	32 1/2	21 1/2	3 1/2	60	8
4	32 1/2	32 1/2	21 1/2	3 1/2	60	10
5	32 1/2	32 1/2	21 1/2	3 1/2	60	12
6	32 1/2	32 1/2	21 1/2	3 1/2	60	14
7	32 1/2	32 1/2	21 1/2	3 1/2	60	16
8	32 1/2	32 1/2	21 1/2	3 1/2	60	18
9	32 1/2	32 1/2	21 1/2	3 1/2	60	20
10	32 1/2	32 1/2	21 1/2	3 1/2	60	22
11	32 1/2	32 1/2	21 1/2	3 1/2	60	24
12	32 1/2	32 1/2	21 1/2	3 1/2	60	26
13	32 1/2	32 1/2	21 1/2	3 1/2	60	28
14	32 1/2	32 1/2	21 1/2	3 1/2	60	30
15	32 1/2	32 1/2	21 1/2	3 1/2	60	32
16	32 1/2	32 1/2	21 1/2	3 1/2	60	34
17	32 1/2	32 1/2	21 1/2	3 1/2	60	36
18	32 1/2	32 1/2	21 1/2	3 1/2	60	38
19	32 1/2	32 1/2	21 1/2	3 1/2	60	40
20	32 1/2	32 1/2	21 1/2	3 1/2	60	42
21	32 1/2	32 1/2	21 1/2	3 1/2	60	44
22	32 1/2	32 1/2	21 1/2	3 1/2	60	46
23	32 1/2	32 1/2	21 1/2	3 1/2	60	48
24	32 1/2	32 1/2	21 1/2	3 1/2	60	50
25	32 1/2	32 1/2	21 1/2	3 1/2	60	52
26	32 1/2	32 1/2	21 1/2	3 1/2	60	54
27	32 1/2	32 1/2	21 1/2	3 1/2	60	56
28	32 1/2	32 1/2	21 1/2	3 1/2	60	58
29	32 1/2	32 1/2	21 1/2	3 1/2	60	60
30	32 1/2	32 1/2	21 1/2	3 1/2	60	62
31	32 1/2	32 1/2	21 1/2	3 1/2	60	64
32	32 1/2	32 1/2	21 1/2	3 1/2	60	66
33	32 1/2	32 1/2	21 1/2	3 1/2	60	68
34	32 1/2	32 1/2	21 1/2	3 1/2	60	70
35	32 1/2	32 1/2	21 1/2	3 1/2	60	72
36	32 1/2	32 1/2	21 1/2	3 1/2	60	74
37	32 1/2	32 1/2	21 1/2	3 1/2	60	76
38	32 1/2	32 1/2	21 1/2	3 1/2	60	78
39	32 1/2	32 1/2	21 1/2	3 1/2	60	80
40	32 1/2	32 1/2	21 1/2	3 1/2	60	82
41	32 1/2	32 1/2	21 1/2	3 1/2	60	84
42	32 1/2	32 1/2	21 1/2	3 1/2	60	86
43	32 1/2	32 1/2	21 1/2	3 1/2	60	88
44	32 1/2	32 1/2	21 1/2	3 1/2	60	90
45	32 1/2	32 1/2	21 1/2	3 1/2	60	92
46	32 1/2	32 1/2	21 1/2	3 1/2	60	94
47	32 1/2	32 1/2	21 1/2	3 1/2	60	96
48	32 1/2	32 1/2	21 1/2	3 1/2	60	98
49	32 1/2	32 1/2	21 1/2	3 1/2	60	100
50	32 1/2	32 1/2	21 1/2	3 1/2	60	102
51	32 1/2	32 1/2	21 1/2	3 1/2	60	104
52	32 1/2	32 1/2	21 1/2	3 1/2	60	106
53	32 1/2	32 1/2	21 1/2	3 1/2	60	108
54	32 1/2	32 1/2	21 1/2	3 1/2	60	110
55	32 1/2	32 1/2	21 1/2	3 1/2	60	112
56	32 1/2	32 1/2	21 1/2	3 1/2	60	114
57	32 1/2	32 1/2	21 1/2	3 1/2	60	116
58	32 1/2	32 1/2	21 1/2	3 1/2	60	118
59	32 1/2	32 1/2	21 1/2	3 1/2	60	120
60	32 1/2	32 1/2	21 1/2	3 1/2	60	122
61	32 1/2	32 1/2	21 1/2	3 1/2	60	124
62	32 1/2	32 1/2	21 1/2	3 1/2	60	126
63	32 1/2	32 1/2	21 1/2	3 1/2	60	128
64	32 1/2	32 1/2	21 1/2	3 1/2	60	130
65	32 1/2	32 1/2	21 1/2	3 1/2	60	132
66	32 1/2	32 1/2	21 1/2	3 1/2	60	134
67	32 1/2	32 1/2	21 1/2	3 1/2	60	136
68	32 1/2	32 1/2	21 1/2	3 1/2	60	138
69	32 1/2	32 1/2	21 1/2	3 1/2	60	140
70	32 1/2	32 1/2	21 1/2	3 1/2	60	142
71	32 1/2	32 1/2	21 1/2	3 1/2	60	144
72	32 1/2	32 1/2	21 1/2	3 1/2	60	146
73	32 1/2	32 1/2	21 1/2	3 1/2	60	148
74	32 1/2	32 1/2	21 1/2	3 1/2	60	150
75	32 1/2	32 1/2	21 1/2	3 1/2	60	152
76	32 1/2	32 1/2	21 1/2	3 1/2	60	154
77	32 1/2	32 1/2	21 1/2	3 1/2	60	156
78	32 1/2	32 1/2	21 1/2	3 1/2	60	158
79	32 1/2	32 1/2	21 1/2	3 1/2	60	160
80	32 1/2	32 1/2	21 1/2	3 1/2	60	162
81	32 1/2	32 1/2	21 1/2	3 1/2	60	164
82	32 1/2	32 1/2	21 1/2	3 1/2	60	166
83	32 1/2	32 1/2	21 1/2	3 1/2	60	168
84	32 1/2	32 1/2	21 1/2	3 1/2	60	170
85	32 1/2	32 1/2	21 1/2	3 1/2	60	172
86	32 1/2	32 1/2	21 1/2	3 1/2	60	174
87	32 1/2	32 1/2	21 1/2	3 1/2	60	176
88	32 1/2	32 1/2	21 1/2	3 1/2	60	178
89	32 1/2	32 1/2	21 1/2	3 1/2	60	180
90	32 1/2	32 1/2	21 1/2	3 1/2	60	182
91	32 1/2	32 1/2	21 1/2	3 1/2	60	184
92	32 1/2	32 1/2	21 1/2	3 1/2	60	186
93	32 1/2	32 1/2	21 1/2	3 1/2	60	188
94	32 1/2	32 1/2	21 1/2	3 1/2	60	190
95	32 1/2	32 1/2	21 1/2	3 1/2	60	192
96	32 1/2	32 1/2	21 1/2	3 1/2	60	194
97	32 1/2	32 1/2	21 1/2	3 1/2	60	196
98	32 1/2	32 1/2	21 1/2	3 1/2	60	198
99	32 1/2	32 1/2	21 1/2	3 1/2	60	200
100	32 1/2	32 1/2	21 1/2	3 1/2	60	202

1. The engine is a complete unit, and is capable of running on kerosene, or on any other fuel.

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24. The engine is a complete unit, and is capable of running on kerosene, or on any other fuel.

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